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all over the world: the standard of living of the American operatives is becoming higher; and the standard of living of operatives in other countries, though still much behind the American, is steadily improving. In some cases the author has not kept up with the recent publications. For instance, his statements as to the wages paid cotton pickers and the number of spindles tended per spinner are those of years ago; also, for a technical reader, his description of some of the machine processes seems to be slurred over with too general a statement.

It is easy to pick out points in which the author has not been entirely accurate, but most of them are not material enough to affect the value of the work. Taken altogether the book is carefully written, and it merits wide use by schools and by those desiring to gain a good knowledge of the textile industry without having to wade through too many technical details. Though written primarily for popular consumption, the volume could be used for ready reference by those who have technical training.

W. A. GRAHAM CLARK.

#### NEW BOOKS

SHAW, F. L. *The building trades.* (Cleveland, O.: Survey Committee of Cleveland Foundation. 1916. Pp. 107. 25c.)

SHAW, F. L. *The printing trades.* (Cleveland, O.: Survey Committee of Cleveland Foundation. 1916. Pp. 95. 25c.)

WIEST, E. *The butter industry in the United States. An economic study of butter and oleomargarine.* Columbia University studies in history, economics and public law, vol. LXIX, no. 2. (New York: Longmans. 1916. Pp. 264. \$2.)

To be reviewed.

*Proceedings of the twentieth annual meeting of the American Foundrymen's Association, Atlantic City, Sept. 27 to Oct. 1, 1915.* (Cleveland, O.: A. O. Backert, secretary. 1916. Pp. x, 672. \$5.)

*Shirt and collar industries.* (Washington: Bureau of Foreign & Domestic Commerce. 1916. Pp. 178. 20c.)

#### Transportation and Communication

*The Commodities' Clause. A Treatise on the Development and Enactment of the Commodities' Clause and its Construction when Applied to Inter-State Railroads Engaged in the Coal Industry.* By THOMAS LATIMER KIBLER. (Washington: John Byrne and Company. 1916. Pp. 178. \$3.00.)

The first chapter of this book deals with the status of railway

and coal mining relationships in Europe. From this study it appears that the commodities clause of the Hepburn bill (1906) was passed to meet a problem peculiar to the United States; there is not now, and with one exception there never has been, any affiliation between the railways and the coal mines in Europe. The second chapter describes in some detail the status of railway and coal mining relationships in the United States. It appears that in the bituminous coal fields the railroads rather effectively dominate the situation, while in the anthracite region, as is well known, the railways have attained a monopolistic position which is almost without parallel. The third chapter outlines the legislative history of the commodities clause; and the fourth analyzes the court decisions interpreting and emasculating this clause.

The fifth chapter suggests the legislative solution of the problem inherent in railroad control of coal mining operations. The author approves of the principle of the commodities clause; and he has drafted a bill which he believes will restore the teeth to this clause. However, in case it appears that the dissociation of the railroad and coal properties can not be effectively brought about, the coal properties should, in his opinion, be condemned and taken over by the government. Where the coal lands are already publicly owned, the ideal plan is held to be the leasing of these lands to private parties, with provision in the lease for the elimination of waste in coal mining, and for the maintenance of reasonable prices and satisfactory conditions of employment.

This book evidences accuracy, thorough research, and painstaking labor in the gathering of material from the sources. It is not, however, without its faults. Distinctly less care has been shown in the utilization of the material collected than in its collection. From the account of the Delaware and Hudson Company (p. 38) one would infer that this company entered the coal business in 1869; in fact, it entered it in the twenties. In the account of the anthracite relationships (pp. 36 ff.) no mention is made of the New York, Ontario, and Western Railway. One learns only incidentally, from a remark thrown in while discussing the bituminous coal railroads, that the Pennsylvania Railroad was a factor in the anthracite situation, and nowhere is there given a true idea of the importance of this railroad as an anthracite carrier. In tracing the course of the commodities clause through Congress numerous dates are cited,

but the author neglects to give the date of the original passage of the clause by the Senate and by the House, as well as the date of the final passage of the bill after it emerged from conference. Finally, in a chapter on the legislative history of the commodities clause as much space is given to a proposed resolution to investigate the coal situation as to the commodities clause itself.

ELIOT JONES.

*University of Texas.*

*Railroad Valuation and Rates.* By MARK WYMOND. (Chicago: Wymond and Clark. 1916. Pp. 344. \$1.50.)

This book is the work of an engineer familiar with the promotion, engineering, construction, and operation of railroads, as well as with the preparation of rate schedules. It contains facts and figures designed to show that the fair value of railroad property is greater than can be obtained by the methods of valuation employed in the past, and that the rate of return should be made higher than is usual at the present time. Furthermore, arguments are presented in an attempt to prove that cost of service can enter only to a limited extent as a factor in the preparation of railroad rate schedules.

The book is of special interest at the present time for the reason that most of the questions therein discussed are still in controversy before the Interstate Commerce Commission. Such an honest and clear statement of facts should do much to convince the partisans for the public of the injustice of many of their contentions. The success of the railroads of the country is essential to the prosperity of the public and the nation as a whole, and the future welfare of the country is better assured by a full acceptance of such evidence as Mr. Wymond presents than by the adoption of many of the radical doctrines at present held by those who consider that, by restricting the value of railroad property, by establishing a lower rate of return, and by the preparation of rate schedules based on actual cost of service, they are safeguarding the interests of the public against what they contend are the extortionate demands of the railroads.

Mr. Wymond's work is not a brief for the railroads. It is rather a recapitulation of all of the expenses which the railroads have incurred in creating their properties and of the various